

GREATER LAFAYETTE AREA TRANSPORTATION & DEVELOPMENT STUDY

TECHNICAL TRANSPORTATION COMMITTEE

MEETING MINUTES

September 15, 2004

MEMBERS PRESENT:

Jon Fricker, Chair
Sallie Fahey, Secretary
Dave Franklin
Mark Albers
Opal Kuhl
Jim Knapp (for Betty Stansbury)
Marty Sennett
Brook Hammond
Capt. Rick Walker

JTRP
APC
Federal Highway Administration
Tippecanoe County Highway Department
City of Lafayette
Purdue Airport
GLPTC
INDOT Crawfordsville Division
Tippecanoe County Sheriff's Department

Non-Voting Members

Dana Smith
Thomas Van Horn

Lafayette Chamber of Commerce
Lafayette Redevelopment

ALSO PRESENT:

Doug Poad
Brian Weber
Gina Quattrocchi
Krista Trout
Jeff Nagy
Tom McCully
Paul Dietz
Bob Gross
Dave Auckley

APC Staff
APC Staff
WLFI
APC Staff
Winery Owner
Stuart & Branigin
Hannum, Wagle & Cline
R.W. Gross and Associates
City of Lafayette

Jon Fricker called the meeting to order at 2:00 P.M.

MINUTES

Rick Walker moved to approve the minutes from the August 18, 2004 meeting. Marty Sennett seconded and the motion was approved by voice vote.

Bob Gross from R.W. Gross and Associates, John Nagy, and Tom McCully from Stuart and Branigin, introduced themselves.

Bob Gross presented a proposed site plan and existing survey. He mentioned that there were some zoning issues involved. He explained the location of the winery as being near the east county line on SR 26 E. He stated that the local engineer for permits had suggested using a sub-minor commercial entrance. He said that was what they planned to use and that it would be paved. He asked for input before this proposal went on to the special exception stage.

Tom McCully explained that a special exception has already been filed with the Area Board of Zoning Appeals, as per the recent UZO Amendment that now permits wineries. He stated that a site plan must be submitted as part of the special exception approval process. He explained the entrance and parking area are included in the site plan and that is why they are asking for input at this meeting.

Brook Hammond asked if someone in her office had reviewed it.

Bob Gross replied affirmatively.

Brook Hammond explained that she was the supervisor for permit engineers and she had not yet seen this proposal. She asked what the distance was between the existing driveway and the proposed. She stated that normally it is preferred that there is only one driveway per property, but in this case, it looked like the driveways were serving two separate functions.

Bob Gross stated that he did not have the exact dimensions, but based on scale, it was approximately 200 feet.

Tom McCully stated that the existing driveway was for the residential use, which the petitioners plan to continue. He said that all of the production facilities would be on the west side of the property and they wanted to have a separate entrance and parking area for the commercial use.

Someone pointed out that the existing driveway could become a circular access. He asked if anything was being done to discourage that from happening.

Jeff Nagy stated that he has considered building a patio area in between the tasting room and the residence in order to prevent a circular path between the two driveways.

Jim Knapp asked if there were any other driveways on the south side of the road.

Several people answered negatively.

Sallie Fahey asked if there were any other driveways across the road or nearby on either side.

Tom McCully replied that there were two residential properties across the road and to the west.

Sallie Fahey asked if those driveways would line up with the petitioners' property.

Jeff Nagy replied negatively.

Krista Tout reviewed the aerial.

Tom McCully stated that the original drawing that was submitted with the application was a rough draft and probably not completely accurate.

Rick Walker asked for confirmation that there were no driveways directly across the road from the petitioner's property.

Jeff Nagy explained the location of the other driveways.

Sallie Fahey stated that the ordinance permits private events of 85 people without being a major event. She said that major events are permitted 6 times a year but no more than 2 a month. She stated that the ordinance also requires overflow parking, in addition to the regular parking.

Mark Albers asked if tying into the traffic volumes would be a need.

Brook Hammond stated that if this was going to be a sub-minor commercial, that would mean there would be 5 cars or less a day. She said that if there was going to be more than that, then further study of the traffic patterns would be needed.

Jeff Nagy stated that most wineries were busier on the weekends.

Bob Gross asked if there were any concerns with the location.

Mark Albers stated that was difficult to answer without the other drawings to review.

Access Permits

Brook Hammond presented the first access permit for the Caterpillar property at the intersection of SR 26 and Creasy Lane. She stated that Lauth Property Group is developing the area. She presented a set of plans and a review of the traffic in that area. She said that their proposal is to move the existing

driveway because currently there is a gap in the limited access right-of-way, across from the Lowe's right in right out driveway. She said that the request was to move the driveway approximately 100 feet to the east. She explained that this request would give them a right in right out. She mentioned that during negotiations, Caterpillar had suggested a left turn lane, which would distort this request. She stated that the original request to move the driveway to the east, had no opposition from INDOT. She said that they also wanted to extend the construction of the right turn lane to Creasy Lane. She reviewed the site plan, pointing out Creasy Lane and SR 26.

Sallie Fahey asked what the distance from Creasy Lane would be.

Brook Hammond stated that the plans say 480' from Creasy Lane, but their calculations show much higher.

Someone asked if this was going to be the only entrance.

Brook Hammond stated that this would be the only entrance on SR 26, but there are two proposed signalized entrances on Creasy Lane.

Several members discussed a previous proposal for a Home Depot store.

Brook Hammond stated that the current site plan does not match the site plan in their traffic study, so INDOT is requiring them to update the traffic study.

Mary Sennett mentioned that from a transit perspective, he prefers the stores to be closer to the street, so that patrons do not have to walk across the parking lot.

Opal Kuhl pointed out all the out lots and said that the buildings were still in the back.

Sallie Fahey stated that SR 26 from US 52 to I-65 is not scheduled for reconstruction until 2013. She mentioned her concern that something would have to be done a lot sooner than 2013. She said that she was concerned about an entrance at this location because the shoulder is already being used as a right turn lane and even 600' feet from the intersection is not adequate. She stated that she would definitely be opposed to a left turn lane. She suggested that if there was any entrance on SR 26, it should be a right in only. She explained that a right out would interfere with the traffic that is stacking in the right turn lane onto Creasy Lane.

Opal Kuhl stated that recommendation for the intersection of SR 26 and Creasy Lane were going to be in the final report of the corridor study and that dual left turn lanes would be needed. She asked if those improvements could be included in the construction of this entrance.

Brook Hammond stated that their traffic impact analysis showed that this would reduce the level of service at this intersection. She said that they also mention that the corridor study would negate those problems. She pointed out that they do not specifically explain how the problems would be solved.

Opal Kuhl stated that this would be a good opportunity to install the two left turn lanes.

Sallie Fahey mentioned that the intersection would then have 2 lefts, 2 throughs and a right. She explained that there could be a need for 5 east bound lanes to the west of the intersection.

Opal Kuhl stated her concern of having a full access with left turns.

Dan Auchley pointed out that on Creasy Lane one entrance was supposed to line up with the south entrance of Sam's Club and the other was Fortune Drive.

Opal Kuhl stated that the City has agreed to install the intersection at Fortune Drive and Creasy Lane.

Rick Walker asked about the crash study for SR 26.

Doug Poad stated that the crash study for SR 26 was done last year.

Opal Kuhl stated that this proposal was not ready to be voted on. She pointed out areas that needed to be reworked. She said that the traffic impact study also needed to be reviewed.

Jon Fricker pointed out that this was going to be much more traffic than the Home Depot Store.

Mary Sennett stated that they have a difficult time keeping to their schedules on a Friday afternoon, and this would add additional problems and costs. He said that more buses would be needed as the stores fill up. He pointed out that this would be more expense and not necessarily more revenue.

Jon Fricker asked if they were discouraging the second driveway south of SR 26.

Opal Kuhl replied affirmatively.

Brook Hammond stated that she would convey the opinion of the Committee that it be a right in only.

Brook Hammond stated that she has received traffic impact studies for the new Menards on US 52 at Klondike Road in West Lafayette. She said that she has not received the site plans for this yet.

Sallie Fahey explained that this site would be west of the Meijer site and behind the cemetery. She said that it would be the northeast corner of Klondike and US 52. She stated that they are currently working on resolving the flood plain issues for this property.

Brook Hammond stated that the District office has received a request from the City of West Lafayette regarding the beautification of US 52.

Doug Poad presented a handout of projects that received enhancement funds. He said that these were statewide projects. He pointed out that the project submitted by the City of Lafayette did not receive funds. He reviewed the list and fund amounts. He stated that he spoke to the INDOT representative for enhancement funds, who stated that the City project for a trail that didn't score well because it was too short. He said that there would be an enhancement funds workshop in Bloomington on October 4, 2004.

Sallie Fahey explained that the workshop would give pointers on how to create an enhancement funds application that would rate a high priority.

Doug Poad stated that another suggestion was to meet with representatives from DNR to get advice. He stated that applications for the next round of enhancement funds would be out on October 4, 2004.

Dave Franklin asked if the application that was turned down was going to be resubmitted.

Doug Poad stated that particular proposal has been submitted 3 times. He explained that a lot of progress has already been made on this project, including, the engineering, right-of-way purchase and portions already built.

Study Progress

Doug Poad stated that the work on the land use database is near completion. He said that the quality control work should take a few weeks and then he should have some information to present. He stated that they have been working on the traffic model update. He said that there is a Thoroughfare Plan meeting set for next Monday and after that meeting, it should be ready for public review. He mentioned that they have added a new section on traffic calming measures. He stated that a lot of work has been done on Intelligent Transportation Systems (ITS) and the first meeting should be in the next few months. He mentioned that there are some safety funds, which are available for traffic calming measures, and West Lafayette is starting to investigate

those. He said that his contacts at INDOT have indicated that no one else in the State has started to investigate safety funds. He stated that meetings have begun regarding the new TIP and INSTIP State projects. He mentioned some of the topics being discussed, including, widening the interstate to 6 lanes and widening the SR 25 railroad bridge.

Someone asked if widening the interstate was based on INDOT's plans.

Doug Poad stated that widening the interstate was in both APC's long-range plan, as well as INDOT's. He mentioned that the estimated cost for widening the interstate was 2 million dollars per mile per lane. He informed the Committee that INDOT would be reconstructing SR 38 through Dayton. He stated that the public hearing was scheduled for October 20, 2004 at 6 p.m. at the Dayton Elementary School.

Jim Knapp asked if there was any news on US 231.

Doug Poad stated that as far as we know, the alignment between US 52 and SR 26 is what was recommended.

Other Business

Mark Albers asked if Brook Hammond had information on the intersection of 900 E and SR 38.

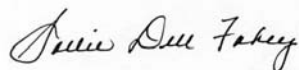
Brook Hammond replied negatively.

Doug Poad stated that intersection was on INDOT's agenda for construction in 2005. He mentioned that the project on SR 43, north of the interstate, was being held up by one property owner. He said that the 26 E project, east of I-65 has been delayed a year due to budgetary issues.

Mark Albers commented on the Hoosier Heartland.

The meeting was adjourned at 2:56 p.m.

Sallie Dell Fahey



Secretary